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SHORT LINE SOUTH OF SALT LAKE IS CLARK'S

President of San Pedro, Los Angeles & Salt Lake Railroad Announces Purchase of 540 Miles of Oregon Short Line, Together with Equipment--- San Pedro Road will be Rushed from Both Ends---Completion Expected Within Two Years

SPECIAL TO THE HERALD.

New York, April 18 .-- Senator W. A. Clark states that he has purchased for the San Pedro, Los Angeles & Salt Lake Railroad company all the lines and equipment of the Oregon Short Line company lying south of Salt Lake in Utah and Nevada, including the Leamington cut-off, and that he has obtained a ninety-nine-year lease on the terminal facilities in Salt Lake City in conjunction with the Oregon Short Line.

The property will be transferred as soon as necessary directors' meetings may be held and the contracts approved.

Grading and tracklaying will be commenced at Daggett, Cal., and the road will soon be extended from Calientes through Nevada. From Leamington to Calientes the roadbed will be improved and relaid with seventy-five-pound rails.

The western terminus of the road is now being operated from San Pedro harbor to Ontario, and will soon be completed and in operation as far as Riverside.

He hopes to have the road completed in about two years.

HOPE OF MANY YEARS ABOUT TO BE REALIZED

After Long Drawn Out Contest, Important Transcontinental Road Will Be Built at Once.

Transaction Includes Purchase of 540.4 Miles of Road and All Equipment-Union Depot to Be Built.

A FTER one of the most dramatic and protracted contests of the kind ever known, the last obstacle has been cleared away and the San Pedro, Los A FTER one of the most dramatic and protracted contests of the kind ever known, the last obstacle has been cleared away and the San Pedro, Los Angeles & Sait Lake railroad—the "Sait Lake route," as it is to be popularly known—will be built at once. The "City of Saints" is to be united to the "City of the Angels," and the wedding ring is to be a band of steel.

When Senator Clark, some two and a half years ago, said the road would be built, those who knew him realized what that meant and accepted it as a fact that the thing would be done if he lived. But the Harriman interests stood in he way. He gave battle and delay followed, but it did not affect the ultimate result. The war has been settled amicably and the former foe has become a friend, alhough this does not affect the friendships which may be formed with other railroads.

Since the building of the Union and Central Pacific railroads across the continent, no greater project of this nature has been undertaken. The Southern Pacific brought added facilities, but no competition. The Santa Fe, when it reached California, infused the life of competition at its extremities, but there was a long waste between. The Sait Lake route will form the shortest line for transcontinental traffic; it will bring competition wherever it goes; it will develop greater mineral resources than exist along the other roads; it will make a great scaport and important cities, and it will add far more to the wealth of the nation than the other transcontinental lines.

Over 500 Miles of Road Bought.

Under the present transaction the San Pedro, Los Angeles & Salt Lake road purchases 540.4 miles of railroad, with all the equipment necessary to run it. This mileage is as follows: Salt Lake to Junb, 102.3; Junb to Milford, 119.2; Milford to Frisco, 16.9; Milford to Uvada, 75; Uvada to Calientes, 41; Saltair

Junction to Saltair, 2.5; Lehi Junction to Eureka, 55.1; Ironton to Tintic, 3.5; Mammoth Junction to Mammoth, 1.6; Silver City to Northern Spy mine, 4.9; Nammoth to Mammoth mine, 2; Learnington cut-off, 116.4 miles.

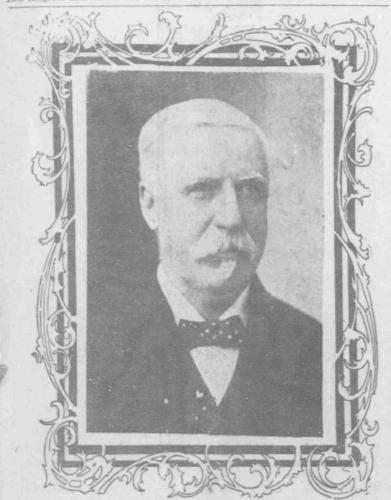
All the equipment at present used on these lines is included in the purchase, One of the early results of the transaction will be the erection of a union passenger station in Salt Lake. This will be put up near the present site of the Oregon Short Line depot. This road and the Salt Lake route will unite in the building of a station that will be a credit to Salt Lake.

Work to Begin Quickly.

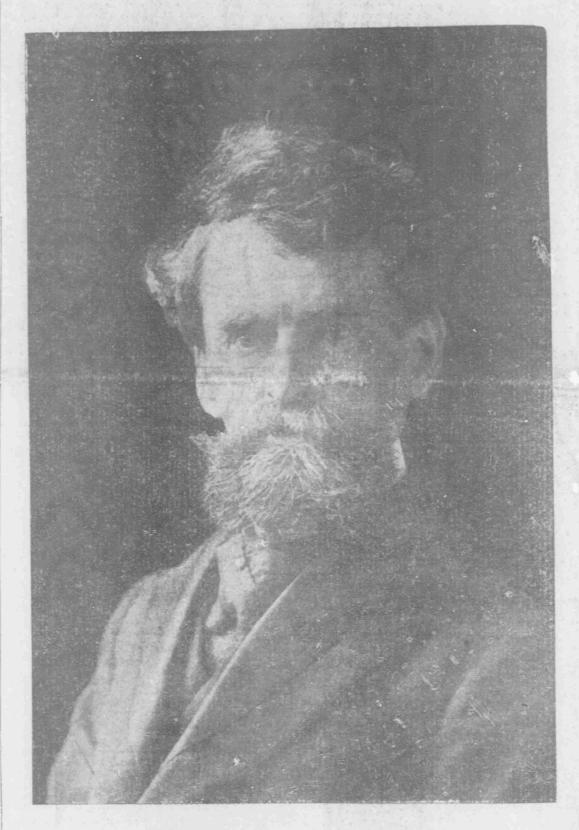
Construction of the new railroad will begin as soon as practicable. The rails were contracted for some time ago. Graders will be rushed at once to Calientes and the work there may begin inside of thirty days, barring unavoidable delays. The route is surveyed and cross-sectioned, so the grading may begin at any time. From Daggett, on the Santa Fe, the graders can work in both directions. The California Eastern has built up from Blake on the Santa Fe to the intersection of the Sait Lake route survey near the Nevada-California line, and this road may be utilized so that construction may be pushed in both directions from the junction. With the building being pushed eastward from Riverside, construction would be in progress at four different places on the line. There is a gap of 291 miles between Daggett and Calientes, and it is believed this can be closed in eighteen months, so that trains can be running over the line by the end of 1904. It may be six months later before the road bed is in shape. It is heavy transcontinental traffic.

The road will be built in the best manner known to modern civil engineers. The road bed will be rock-ballasted: the rails 75-pound steel and the bridges of concrete and steel. The object is to get as near as possible an air line between Sait Lake and Los Angeles, and no expense will be spared to accomplish this end.

Trains will be running to accommodate the local traffic as far as the road has progressed, and by two years from the present it is expected that the heavy transcontinental trains, with the most superb equipment that money can buy, will be rolling over the entire length of the main line between Salt Lake and Los Angeles and San Pedro harbor.



Vice President of the New Road.



SENATOR W. A. CLARK, President of the San Pedro, Los Angeles and Salt Lake Railroad.

ERA OF DEVELOPMENT IS NOW ASSURED

THE building of the San Pedro, Los Angeles & Salt Lake road means the beginning of the most remarkable era of development Utah, Nevada and southern California have ever known.

To Utah it means that a new state will be to develop the remarkable of the most remarkable era of development Utah, Nevada and southern California have ever known.

To Utah it means that a new state will be to develop the remarkable of the come as famous for its manufactories of Iron and steel and for its production of coal as is Pennsylvania. Utah contains vast deposits of coking coal. It contains millions and millions of tons of high-grade iron ore; some experts have claim dormant because there was no cheap transportation to the coast. The building of the new railroad will change all this. Capital has been awaiting only the announce ment today before entering on an extended campaign of development of the coast. The building of the new railroad will change all this. Capital has been awaiting only the announcement today before entering on an extended campaign of development of the iron of Utah.

It costs the United States Steel corporation 5:20 and upward a ton to imake Bessemer pig iron, the basis of the state of low of low and steel products. Pig iron of caula grade can'be made in Utah for any low of the coast at the state of the coast at the coast at the state of the coast at the coas

KEARNS SAYS \$25,000,000 IS AVAILABLE FOR WORK

Ten Million More to Be Used Later on Construction of Feeders.

Utah Senator's Tribute to Senator Clark's Generalship Which Achieved Final Success.

ify the terms of the sale. I look for the transfer to be comoleted within the next sixty days, possibly much sooner than that, depending upon the time set for directors' meetings.

"Twenty-five millions in cash has been provided for the construction and equipment of the new road, and all of the money is immediately available. Ten millions more is to be used for construction and equipment of branch lines, and this money is to be provided within the next two years. About \$6.590.000 has been invested in the San Pedro road already, part of it for the purchase of the Terminal railroad in Los Angeles, and every dollar has been put up by the stockholders without the sale of securities. I believe this is the first time in the history of railroad construction where such a sum has been invested without the issue of securities for the purpose of

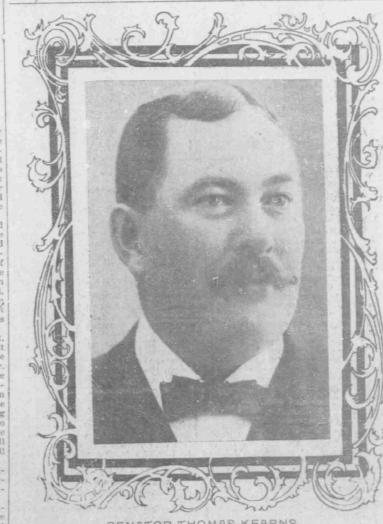
"It is Senator Clark's intention to make the San Pedro the best built, best equipped road in all the west, I understand Senator Clark says he expects to have the road completed between here and Los Angeles within two years but he is conservative in two years, but he is conservative in his estimates. Personally, I think (Continued on Page 2.)

IN AN interview last evening Senator | trains will be running through within

IN AN interview last evening Senator Kearns, who is one of the directors of the San Pedro road, said Senator Clark had sent him a personal message during the day, confirming the announcement to The Herald that negotiations had been closed for the Short Line south of Salt Lake.

"The deal," said Senator Kearns, "provides for the sale outright of all the Short Line's road south of First South street, including the Thitibiranch and the Leamington cut-off, all the equipment and rolling stock for the operation of these lines, and a minety-nine-rear lease of terminal facilities in Salt Lake. The San Pedro and the Short Line will use the same yard, terminal tracks and station in this city. A new station will be built not far from the site of the present station on ground already acquired, and the terminals will be complete and ample in every way.

"The actual transfer will take place as soon as the directors of both railroad companies can hold meetings and ratify the terms of the sale. I look for the transfer to be completed within the next sixty days, possibly much sooner than that, depending upon the



SENATOR THOMAS KEARNS,

Director of the New Road.